

CONFIDENTIAL

50X1-HUM

--	--

DATE OF INFORMATION 1950

DATE DIST. 19 Apr 1951

NO. OF PAGES 3

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

REPORT RAILROAD ACCOMPLISHMENTS IN 1950, AIMS FOR 1951

/Numbers in parentheses refer to appended sources.7

Among the Minister's statements are the following:

"The total mileage of railroads in operation at the end of 1950 was 22,000 kilometers. Some 5,570,000 railroad ties, new or replacements were used, and 4,980,000 cubic meters of crushed rock ballast were put in place. Signal equipment was increased by 63 percent. The length of telephone wire in the signal system was increased by 34.4 percent. In volume of goods transported, the goal for the whole country was reached on 18 December 1950, 12 days ahead of schedule. In terms of carloadings, the goal was reached on 10 December 1950, 21 days ahead of schedule. The goal for total number of passengers carried was reached 2 December 1950. The goal for total volume of traffic receipts was achieved in October 1950, 67 days ahead of schedule. Punctuality in the departure and arrival of trains of 97 percent for freight trains and 99 percent for passenger trains was achieved in June 1950, in contrast to about 50 percent in February 1950, as well as marked improvement in the cleanliness of passenger cars."

- 1 - **CONFIDENTIAL**

[illegible]

CONFIDENTIAL

50X1-HUM

Efforts were constantly made to reduce the number of accidents and inefficiency causing delays, as well as the aggregate duration of traffic delays. In comparison with spring 1950, accidents and inefficiency were reduced by 31 percent in November. The Cheng-chou Railway Bureau reported 25 percent fewer difficulties and delays in November than in October.(1)

At the Tientsin station, the average time required for unloading carloads of grain has been reduced from 3 hours to only 40 minutes, and the general average turnaround time for freight cars has been cut from 21 hours to 11 hours. Freight locomotives running from Tientsin to Peng-t'ai, between 1 and 15 December 1950, pulled 6,700 tons more than their assigned task.(2)

Through the adoption of a new plan for inspection and repair of rolling stock now in effect in the Northeast, savings in time during which defective cars were out of use, in the month of November, were equivalent to adding 387 freight cars. In terms of the earning capacity of such cars, this is equivalent to an increase in railroad revenues of 1,200,000,000 Northeast yuan. Hitherto, it has been standard operating procedure for all cars, after every 2 months' operation, to be sent to the inspection and repair section, and the average time before such cars were returned to service was 1 month. Beginning with mid November 1950, the old system was discontinued. Inspections are now made in the stations at any and all times, and cars requiring even small repairs are given immediate attention. Thus, the time for inspection and repair has been reduced to an average of 3.8 hours per car. At the T'ung-liao station, a mechanic has found a way to reduce by 20 percent the time required to disassemble, inspect, and reassemble a locomotive's air compressor mechanism.(3)

The Shanghai Railway Bureau, on the lines under its control, accomplished 500,000 kilometers of consecutive safe operation of trains between 2 September and 12 October 1950. This record is being emulated throughout the country.(4) Over 3,000 workmen in the Shanghai-Nanking Railway Shops at Ch'i-shu'yen, near Ch'ang-chou, have surpassed their goal for repair and maintenance of rolling stock by 2.3 percent for locomotives, 35.7 percent for passenger cars, and 31.2 percent for freight cars. They have completed, a month ahead of time, the construction of three mounted railroad cranes, each with 45-ton lifting capacity. The goal for iron, steel, and bronze castings, and various other items of equipment was also reached and surpassed well before the end of the year.

Locomotive MI-935 of the Nanking Traffic Section, on 9 December 1950, drew from Nanking to Shanghai a trainload of 2,470 tons, or 470 tons greater than its assigned standard load. The train was 704 meters long. It left the Hsia-kuan station at 0813 hours and pulled into the Markham Road yards in Shanghai at 2027 hours, average speed was 42.8 kilometers per hour. It consumed 5,200 kilograms less of Hwai-nan coal than the standard allowance for the run. It had no difficulty in negotiating the grade between Ho-p'ing Men and Yao-hua Men in the outskirts of Nanking, thus showing that this type of locomotive is suitable for handling a train of 2,500 tons on all sections of the Shanghai-Nanking line.(5)

On 6 December 1950, the men in charge of the 15 water towers under the control of the subrailway bureau at Shih-chia-chuang met for a conference with bureau officials to discuss their participation in the patriotic movement. A resolution embodying the following points was adopted unanimously: upon a locomotive's arrival at a water station, there is not to be a moment's delay for any reason in the delivery of a full supply; economy of oil and fuel is to be exercised; adequate precautions are to be taken against freezing and sabotage.(6)

According to Minister T'eng, the objectives of the Ministry of Railways for 1951 include the inauguration and implementation of a comprehensive budgetary system of administration for the railroads of the whole country, and the completion

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

of new construction on the Lung-Hai Railway as far as Lan-chou, on the Ch'eng-tu--Chungking railway, and on the line southward from Lai-pin through Nan-ning and Lung-chou to its terminal at Chen-nan-kuan on the Viet Nam border.(1)

SOURCES

1. Hong Kong, Wen-hui Pao, 30 Dec 50
2. Peiping, Jen-min Jih-pao, 20 Dec 50
3. Peiping, Jen-min Jih-pao, 25 Dec 50
4. Tientsin Jih-pao, 23 Dec 50
5. Shanghai, Hsin-wen Jih-pao, 17 Dec 50
6. Shih-chia-chuang, Jih-pao, 17 Dec 50

- E N D -

- 3 -

CONFIDENTIAL

CONFIDENTIAL